

loophole that allows gun buyers to bypass a background check by purchasing their weapons as unassembled kits online. These kits can be delivered to anyone's doorstep with all the parts needed to assemble a fully functioning, totally untraceable firearm.

The Ghost Guns Are Guns Act simply says that these weapons should be regulated like other firearms and require a background check like other firearms. More than 9 out of 10 Americans support background checks. This bill is a commonsense step forward, and I urge my colleagues to join me in seeking its passage.

We also face the problem of stolen guns. Last year alone, more than 18,000 guns were lost or stolen from Federal firearm dealers. Many of these stolen weapons were later used in violent crimes. That is why I introduced the SECURE Firearm Storage Act, to require all Federal firearm licensees to securely store their inventory when not open for business.

The Chicago Sun-Times said this bill was, "so obviously right, it's hard to believe it is even necessary." I agree, and I invite my colleagues to join me in passing this bill as well.

These are but two commonsense ideas. I am open to any and all ideas to make progress in reducing gun violence in our communities and helping make our communities safe—from universal background checks to making gun trafficking a Federal crime, to limiting access to high-capacity magazines and military assault weapons.

Enough is enough. We cannot allow this epidemic to continue. Together, we have the opportunity to save lives. I urge my colleagues to join me, and let's take this time to act.

21ST CENTURY AIRR ACT

The SPEAKER pro tempore. The Chair recognizes the gentleman from Pennsylvania (Mr. SHUSTER) for 5 minutes.

Mr. SHUSTER. Mr. Speaker, Congress has just approved an FAA extension to fund the agency for 6 months, but our work is not done. We have a responsibility to pass a long-term FAA bill that ensures America remains a leader in aviation.

The status quo means American aviation manufacturing will lose out to competitors in Europe, China, Brazil, and Canada. We will lose jobs. It means the drone industry will continue to go overseas for testing and development. That is more lost jobs. The status quo means more delays and lost time for our passengers.

Let me read you a quote: "The FAA is the only agency of government worse at procurement than the Pentagon. Congress has tried to reform it; it didn't stick. We have got to try something different to get it to be more agile to give us 21st century equipment and software that we need."

Mr. Speaker, that is not my quote. I am quoting the ranking member of the

Transportation and Infrastructure Committee. And that, based on what he has said and what we have seen over the last 20 years, that is why it is time to reform the FAA.

With my Republican and Democratic colleagues, I have introduced H.R. 2997, the 21st Century AIRR Act. Like all major reforms, there have been false claims made against this bipartisan bill. The false issues I want to address are from general aviation.

My colleagues and I, including SAM GRAVES, worked with the general aviation community to include everything they have asked for in this bill. Not one of their legislative requests was excluded. In fact, Congressman GRAVES now supports the bill because of how far we went to address the needs of the GA community. We did so because general aviation is vital to our unique aviation system, and I would never sponsor legislation that harms my own rural community and the GA pilots and the several hundred GA pilots who live within it.

Here is what the general aviation community asked for:

They did not want to pay user fees to use air traffic control services, and they won't. All they have to do is look at page 83 in the bill. The only entity that will be able to change this is Congress, just like it is today.

They did not want any airspace restrictions. This bill prohibits airspace restrictions for the GA, and just look at page 114 to find that. In fact, GA doesn't have that guarantee today. Our bill actually puts that guarantee in law for the first time.

They wanted to fully fund the Airport Improvement Program. I want to fully fund the Airport Improvement Program, in part, because it helps my district and small- and medium-sized airports in rural communities around this country. AIP will be funded the way it has been in the past, and it will be, going forward, by the traveling public.

Currently, AIP funding is flatlined at \$3.3 billion a year, but over the course of the bill, we will raise that up to almost \$4 billion, and you will find that on page 7 of the bill.

GA wanted parity on the board, and they got it, the ability to nominate two board members. So the board will be balanced. It will include airports, pilots, controllers, commercial passenger carriers, cargo carriers, regional carriers, general aviation, business aviation, plus the government will put two seats on the board.

□ 1045

A super majority will choose two independent board members, and then they will choose a CEO.

Yet even when faced with these facts in black and white text, opponents of reform still claim these guarantees are not in the bill. Ask a member of the GA community what we can do to get their support, and they will say: "Nothing." They want to keep the status quo.

Unfortunately, a few Washington special interests that represent business jets oppose this commonsense reform. Think about it this way: 850 million passengers will fly commercially every year, and that number will go to a billion over the next 10 years; this bill is real reform that will benefit them at no cost and harm to the business jet aviation; in fact, every person that flies commercially subsidizes business jets using the air traffic control system.

A small number of GA owners, the number is about 500,000, are opposing something that will benefit a billion passengers that will fly annually.

Another thing that was brought up is that we harm the defense of this country. That is absolutely not true. As a senior member of the Armed Services Committee, I would never do anything that would harm the defense of this country. And Secretary Mattis and Deputy Secretary of Defense Shanahan have been on the Hill, have written letters supporting our efforts to this fact.

In conclusion, Mr. Speaker, this is not speculation. This reflects the very carefully drafted text of the bill that the House will vote on in the coming days. I encourage Members to read the bill and come to us with questions.

This bipartisan bill has broad and diverse support. For example, Heritage Action, the pilots and the air traffic controller union, and the flight attendants union all support this very bipartisan bill, a bill that will transform aviation in this country, keep us competitive, keep us safe, and keep us efficient.

I ask all my colleagues to support the bipartisan H.R. 2997.

GUN SAFETY LEGISLATION

The SPEAKER pro tempore. The Chair recognizes the gentlewoman from Massachusetts (Ms. CLARK) for 5 minutes.

Ms. CLARK of Massachusetts. Mr. Speaker, yesterday we grieved for 59 Americans who were killed watching a concert and 527 people who were injured as bullets rained down on them. As horrible as it is, it is only an inflection point on the daily loss of life to gun violence.

We have had our grisly House ritual of expressing our heartfelt grief, followed by a moment of silence, but the moments have extended into years.

Families at home did not send us here for our thoughts and prayers. No one in this Chamber was elected to tackle our country's challenges with moments of silence.

We were elected to work together, to debate, to argue, even fight tooth and nail about the problems Americans are facing and what we can do to help, but that is not what we are doing here.

Even after the massacre of children and now the worst massacre by guns in American history, our Republican leaders continue to block debate on commonsense gun safety legislation that is